Wonderland Junior

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Wonderland Junior...

This little book is compiled in order to give tourists and pleasure-seekers information regarding the principal points of interest along the line of the Northern Pacific Railroad, rates, routes of excursion tickets, etc., in a condensed form. For more detailed information, see the tourist book for 1895, "Sketches of Wonderland;" "The Yellowstone Park" folder; "Alaska" folder; irrigation pamphlet, "The Yakima Valley;" "Natural Game Preserves of North America;" and other publications.

Wonderland is a word that well describes the country along the Northern Pacific between St. Paul and Duluth, and Tacoma and Portland. Prairies, Plains, Mountains, Valleys, Rivers, Lakes flit past the traveler in kaleidoscopic variety. Change succeeds change, until one wonders if there is no end to the transformations.

The Lake Park Region.

The Minnesota State Geological Survey, a competent authority certainly, asserts that there are in this land of "sky-tinted water"—the meaning of the word Minnesota—more than 10,000 lakes. Does it happen to strike you just what this signifies, not merely as to the large number of lakes, although that is phenomenal, but to go back to the causes which produced such a state of things? The presence of so many lakes within, comparatively speaking, so limited an area, usually means the former presence of glaciers. It means that the region in which the now glittering and peaceful lakelet is found was once covered with a vast ice-field, and that the face of nature has undergone a transformation scene more wonderful than the ordinary mind can conceive. This is precisely the case here. Parts of Minnesota and the Dakotas were once covered with one of the greatest glaciers of ancient times.

Within the territory now included in two or three counties in Minnesota, through the very heart of which the Northern Pacific Railroad runs, the phenomena resulting from this glacial period reached their highest culmination, and ergo the number of lakes is here the greatest, and scenic display of this sort found its highest perfection in the Lake Park region.

The Lake Park country thus becomes doubly interesting. First, from its innate beauty; second, from the causes that produced it.

LAKE MINNEWASKA.

Glenwood, Minn.

This beautiful body of water is located on the Little Falls & Dakota Railroad branch, reached from the main line via Little Falls. It is 12 miles in length, 4 miles in width, and has a shore line of about 40 miles. Its shores are sandy, with a pebbly beach, most of which are lined with a beautiful border of timber. The waters are cold and clear as crystal, being fed by numerous springs, and are stocked with all the varieties of game fish to be found in the Northern lakes, such as bass, pike, white-fish, pickerel, etc. A smooth carriage road runs along the water's edge, affording a delightful pleasure to all desiring to visit the points of interest near by. Numerous pleasure boats can be hired at small cost. The hotel accommodations are good, rates being $1.50 to $2 per day or $8 to $10 per week.

From Wadena, on the main line of the Northern Pacific Railroad, a branch line runs southwestward that touches this region near its southern rim. The traveler can take a sleeping car at St Paul or Minneapolis, sleep all night, and in the morning stop at Clitheral, Battle Lake or Fergus Falls, where he will find scores of beautiful lakes.

LAKE CLITHERAL.

This is a small but beautiful lake that affords delightful amusement to the wielder of the rod.

Of late years this lake has become a great favorite with fishermen. Its shores are pleasantly wooded in some places, and have high, sloping, grassy banks at others. Fine stretches of beach gleam in the sunlight, and the drives about the country are full of interest and romantic delight.

The hotel accommodations are good, and the trains arrive and depart at convenient hours.

BATTLE LAKE.

Situated in the midst of the famous Lake Park region of Minnesota, on the Northern Pacific, Fergus & Black Hills branch, is Battle Lake, reached from the main line via Wadena. The waters are well stocked with whitefish, bass, pike, pickerel, etc., and afford excellent sport to all lovers of the rod. A boathouse is situated on the shore of the lake, where good boats, bait, etc., will be furnished visitors; also, guides when desired.

Within a radius of five miles, some seventeen lakes can be plainly seen. Beautiful drives lead in every direction, affording an excellent opportunity to view this lovely region.

At Battle Lake station there is found right at hand one of the most beautiful lakes of the Lake Park region. The larger Battle Lake—as opposed to East Battle Lake near by—is about six miles long and two miles in width. Close at hand are Silver and Turtle Lakes,

and a half-dozen others, varying in character, while a little farther to the north is Otter Tail Lake, one of the largest lakes in Minnesota. Hotel accommodations at Battle Lake are excellent, and the fishing and sailing unsurpassed. Many pleasure-seekers from the South visit Battle Lake yearly.

PERHAM.

On the main line of the Northern Pacific Railroad, 183 miles west from St. Paul, is the town of Perham. Situated in the midst of a fine farming and attractive scenic region, it is also the centre of a fine fishing country. Near at hand are Pine and Little Pine Lakes, while farther away are Lake Sibyl,— a lovely sheet of water,— the McDonald Lakes, Otter Tail Lake,— a very large lake,— Long Lake, Loon Lake, Rush Lake and others. Comfortable farmhouses are found at most of these lakes, so that accommodations for the sportsman and angler may readily be obtained. Those who are willing to forego the hotel life at such resorts and stop at farmhouses convenient to first-class fishing waters, will enjoy the fishing found in the vicinity of Perham.

DETROIT LAKE.

Detroit Lake, on the main line of the Northern Pacific, is the centre of a notable group of waters which afford some of the finest black-bass fishing in the Northwest. These lakes, numbering fifteen or more, are all located with-

in a few miles of each other, in the midst of a beautiful country where gently sloping hills and green woods greet the eye on every hand.

When the great arctic ice-cap melted away, it left scattered through the Detroit Lake region, in a general northerly and southerly direction, many glacial accumulations. A most diversified topography is the result. Rugged hills from 50 to 350 feet high, roughly bearded with trees; little park-spots verdant and inviting; long, undulating slopes dappled with yellow grain-fields and green pastures; wild, sleepy hollows with tangled underbrush and woodbines; and amid it all, here, there, everywhere, flashing into the sunlight from every knoll, dotting the landscape in every direction, lie the large, silvery lakes and sleeping ponds. To the east, the Leaf Hills, tumultuous, rugged, clothed with hardwood timber, and mountainous in character for this prairie country; to the west, hills, indeed, still, but smoother, more denuded of timber, the site of fertile fields and farmhouses, with here and there a church spire pointing its long, tapering finger heavenward.

Detroit Lake, a lovely body of water, surrounded by rugged hills or low, wooded shores, is one of a chain of lakes that stretches southward. Here are Muskrat, Sally, Melissa, Buck, Little Pelican, Pelican, Fish, Lizzie, Crystal and Lida Lakes. In size these lakes vary from one-fourth mile long by the same distance in width, for the two smallest, to seven

miles long by two miles or more wide for Lake Lida, the largest.

The Pelican River, a small and picturesque little stream, is a bond of union down to and including Lake Lizzie. Lizzie and Crystal Lakes are connected by another channel, and Lake Lida, the largest and finest of them all, is connected with Lake Lizzie by still another. It lies so close to Crystal, however, that a small portage enables the tourist to soon transfer his canoe or rowboat from one to the other.

The Detroit Lakes & Pelican Valley Navigation Co. of Detroit have spent much money to afford navigable communication between these lakes. The Pelican River is not of itself navigable. Dredging has been resorted to, and thus far Lakes Detroit, Muskrat, Sally, Melissa and Bucks Mills, a point a mile or two below the latter lake, have been brought into communication. Between Lakes Muskrat and Sally, a regular canal lock was necessary owing to the difference in level between the lakes. The locking of the little steamer Lady of the Lakes through here is always a matter of great interest to the passengers. One of the pleasant features of this trip is the ride along the Pelican River, with its banks of long grass; the sharp turns of the narrow stream; the wooded heights back from it, and the rustic, whitewashed bridges under which the steamer passes.

The beautiful grounds between Lakes Sally and Melissa are occupied each summer by a Chautauqua Assembly. This is rapidly be-

coming an important gathering to Northwestern Chautauquans. Fine speakers are in attendance and a rich and varied program is presented.

In addition to small and big mouthed bass, pike and other varieties of fish live in these waters in large numbers. In the hunting season pheasants, prairie chickens and multitudes of ducks attract the sportsman. The Hotel Minnesota at Detroit contains about 100 rooms, and affords excellent accommodations to its patrons. It is convenient to the lake; is lighted by electricity and heated by steam. Rates, $2 per day; per week, $10 to $14. The Fairhaven House, on Lake Sally, is capable of caring for 65 people. The accommodations are good, and provision is made for the needs of sportsmen.

LAKE PARK.

Still upon the northern border of this most beautiful Lake Park region of Minnesota is the beautiful village of Lake Park, on the main line of the Northern Pacific Railroad, 30 miles east of Fargo. It is on the divide, 1,300 feet above the sea, and between the waters running north to Hudson's Bay and those passing east to the Mississippi River, and on the outer rim of the Red River Valley, where the country is more rolling, diversified and attractive, like that of the Eastern States, while the soil possesses all the elements of fertility which pertain to that nearer to the

river itself. A few rods from the station is Lake Flora,. about a half mile in diameter, surrounded by a beautiful grove of trees, between which and the lake is a fine carriage drive, while a few rods farther on, at the outlet of this lake, is Lake La Belle, about two miles long, more or less surrounded with woods, and points jutting into the lake forming admirable sites for cottages, and between which are beautiful bays, the rendezvous of fish and fowl. South a few miles is Lake Cormorant, with a shore line of about 40 miles, with many other lakes in the vicinity, the very paradise for fishing, and in the fall for hunting wild geese and ducks of all kinds, and, in the woods surrounding, the pheasant and partridge. On the prairies are chickens in abundance. At the hotel is a livery stable, with good horses, drivers and dogs for the accommodation of hunters.

Passing through a handsome park, 100 feet from the passenger station, is the Lake Park Hotel (kept by James A. Bemis, a veteran hotel man), three stories high, with 65 rooms, all finely furnished,—large sample-room for commercial travelers, bathrooms, large dining-room, and every accommodation to constitute a first-class hotel. With such a hotel, unsurpassed on the line of this railroad,—with Lake Flora a few rods away, and the postoffice and passenger station on the opposite corner,—with stores of all kinds, churches and schools, Lake Park affords one of the most pleasant

and convenient places for the tourist and sportsman, or for families from the cities who desire to spend a few weeks in the country, at reasonable rates, with all the comforts of a home.

HELLGATE CAÑON.

ALONG THE LINE.

BRULE RIVER AND PIKE LAKE.

At the crossing of the Brulé River by the Wisconsin Division of the Northern Pacific Railroad, 36 miles west of Ashland, Wis., is found some of the finest trout-fishing in the Northwest. The river averages about 100 feet in width. Its waters are clear and cold, with high ground on either side. The best trout-fishing on the river commences about six miles above and extends eight miles below the railroad crossing, in this distance there being a number of small rapids. The trout in this stream reach a large size, catches of three and four pound fish being very common. An ordinary day's fishing on the river is 150 fish for two rods. There is a good hotel at Brulé, where special facilities are afforded to sportsmen.

Pike Lake, Wis., 25 miles west of Ashland, is a summer resort. The lake furnishes very fine bass, pike and pickerel fishing. The surrounding country abounds in game of various kinds. Good hotel accommodations.

DEVILS LAKE.

Minnewaukan, North Dakota.

Minnewaukan, N. D., is located at the west end of Devils Lake, on the Jamestown & Northern branch of the Northern Pacific Railroad.

Devils Lake, North Dakota's inland ocean, is a vast body of salt water, closely resembling the ocean both in appearance and taste. It is about 45 miles in length, and in width varying from a few hundred yards to 7 miles. The shores of the lake are exceedingly picturesque, extending 280 miles. They are well wooded, and, sloping gently to the water, present many points of special beauty. Numerous islands and promontories add greatly to the general effect. The air is dry and the temperature equable.

Fishing and hunting at Minnewaukan is exceptionally fine, as the large number who have visited this new resort of the North during the last few years can testify.

Good hotel accommodations.

ALL RATES QUOTED and arrangements referred to in this book are subject to change or cancellation without further notice (interstate rates excepted), as the necessities of the business may require.

MINNESOTA AND NORTH DAKOTA SUMMER RESORTS.

Excursion Rates.—Tickets on sale May 1st to September 30th, inclusive. Good to return on or before October 31st:

St. Paul or Minneapolis to Glenwood (Lake Minnewaska) and return	$5.25
St. Paul, Minneapolis, Duluth or Superior to Battle Lake and return	7.50
St. Paul, Minneapolis, Duluth or Superior to Fergus Falls and return	7.50
St. Paul, Minneapolis, Duluth or Superior to Perham and return	7.75
St. Paul, Minneapolis, Duluth or Superior to Detroit Lake and return	9.15
St. Paul, Minneapolis, Duluth or Superior to Minnewaukan (Devils Lake) and return	18.65
St. Paul, Minneapolis, Duluth or Superior to Winnipeg, Man., and return	22.50
Duluth to Deerwood and return	3.80
Ashland, Wis., to Battle Lake and return	9.00
Ashland, Wis., to Fergus Falls and return	9.00
Ashland, Wis., to Perham and return	9.25
Ashland, Wis., to Detroit Lake and return	10.65
Ashland, Wis., to Minnewaukan and return	20.15
Ashland, Wis., to Winnipeg, Man., and return	22.50

Tickets good going to Minnesota resorts one day (from Ashland two days), to Minnewaukan, N. D., and Winnipeg, Man., two days from date of sale. Return limits the same.

PYRAMID PARK.

It might be termed the land of witchery, for it seems as if witchcraft must have produced so unnatural a region. Trees where there are no trees; animals where no living thing is seen; castles and ruined cities where none ever

lived—these are contradictions that seem inexplicable.

The trees, however, that are seen where none now grow, are petrified; the animals are fanciful, rock animal forms; the castles and cities, the effects of erosion upon friable and easily washed rocks and clays.

WATCH DOG ROCK.

Farther back in this weird land are genuine trees, large, fat herds, and ranches with lovely surroundings. But the railroad traveler sees a land strange and new to him, where colors and shapes are blended in riotous profusion, a land almost of the imagination.

Such is a noted region of North Dakota, and it is worthy extended investigation by those who have the time.

YELLOWSTONE VALLEY.

The Northern Pacific Railroad enters the Yellowstone Valley at Glendive, Mont. It follows the banks of the beautiful, rushing river for 341 miles to Livingston. In this distance the river is crossed three times, the road following the southern bank for most of the distance.

This valley is a fine one, full of picturesque views. Rocky bluffs line the river, affording at some points striking and bold figurations; gleaming sand banks lie shining in the sun; groves of sturdy trees alternate with wide

patches of meadow bottom land; the low cabin of the rancher is frequently in sight, while many thriving towns are found.

Back of the bluffs and low hills, which are ever present, on the wide plains roam hundreds of thousands of cattle and sheep that supply the Eastern markets with prime beef and mutton.

Irrigation has recently been brought to bear in the cultivation of this valley, notably near Miles City and Billings. It is destined to be a great factor in the peopling of this splendid valley. Water is abundant, both from the mighty Yellowstone itself and from the Powder, Tongue, Rosebud and Big Horn Rivers and many minor streams that flow into it. Vegetables, grains, small fruits and flowers grow in great perfection.

Near Big Timber, the view of the Crazy Mountains to the north is one of the finest sights ever seen from the windows of a train.

CUSTER BATTLEFIELD.

From Custer Station, Fort Custer and Custer Battlefield are reached. At the latter spot, on a ridge overlooking the Little Big Horn River, Custer fought his last battle, and with 200 and more officers and men of the Seventh United States Cavalry, on June 25, 1876, was killed.

This battle, often wrongfully termed a massacre, was the most severe and hardest fought Indian engagement of recent years, and

certainly the most fatal to the whites. Custer had about 600 men with him all told, not all, however, under his immediate control during the battle. The Indians had from 2,500 to 3,000 in the fight, directed by Gall, Crazy Horse and other noted Indians, the leading spirit being Sitting Bull, their great Medicine Man. These three chiefs are now dead—Gall, the last one, having recently passed on to the "happy hunting grounds." Custer's command was divided, and, while he and his immediate followers lost their lives, Reno and his command, by intrenching themselves, held out until relief came. A visit to this spot is intensely interesting. About 30 miles up the valley from the railroad is Fort Custer, garrisoned by United States troops, and some 10 miles beyond is the Crow Indian Agency, which is about two miles from the battlefield.

The spot where Custer and his men died is a national cemetery now, and soldiers formerly buried in other parts of Wyoming and Montana have been reinterred there.

Hotel accommodations can be obtained at both Fort Custer and the Crow Agency.

HUNTER'S HOT SPRINGS.

These springs are situated at the foot of the Crazy Mountains, two and one-half miles from Springdale, Mont. Their waters are remarkable for the amount of mineral salts held in solution. They discharge at the rate of 2,000 gallons per minute. Their temperature ranges

from 148 to 168 degrees Fahrenheit, and they are well known as containing medicinal properties for the cure of rheumatism, gout, neuralgia and all blood and skin diseases.

Good accommodations are afforded guests, and the house is open to visitors the year round. There are in use 3 plunge baths, 14 by 18 feet, 16 tubs and 3 vapor baths, which are the only ones known where the vapor arises entirely by natural heat. For use during the summer months there is a swimming bath, 105 by 105 feet.

Round-trip tickets are on sale during the entire year at the eastern terminals of the Northern Pacific Railroad to Springdale, at rate of $50. These tickets are limited to forty days; good going thirty days, returning ten days.

The hunting in the surrounding mountains and the trout fishing in the Yellowstone River are unexcelled. Rates at the hotel are $3 per day, $15 per week, or $50 for four weeks. These charges include the use of baths. Transfer from Springdale to the springs, $1 for the round trip.

THE GALLATIN VALLEY.

This is another of the great valleys traversed by the Northern Pacific. Hemmed in by lofty mountains, its level plains are industriously tilled, and bring forth harvests in abundance. It is a fine grain country and irrigation serves to render the farmer in the Gallatin Valley independent of drought.

Historically it is an interesting spot. Here the Madison, Jefferson and Gallatin Rivers come together and form the Missouri. Here, too, Lewis and Clark, in their celebrated expedition of 1804-6, passed, coming up the Missouri and following the Jefferson into the mountains, which they crossed on their way to the Columbia River and the coast.

The railroad strikes the Missouri right where its affluents come together and follows it in its devious windings through the cañon for many miles.

FERRIS HOT SPRINGS.

The Ferris Hot Springs are located in the beautiful Gallatin Valley, at a point just six miles distant from the city of Bozeman. Visitors are met at the latter point by vehicles which quickly take them to the springs. The thermal waters of these springs are, according to the analysis of competent chemists, identical with those of the more famous Carlsbad Springs of Germany. A comfortable hotel has lately been built for the accommodation of the large number of guests who seek this resort for the recognized healing qualities of its waters.

Round-trip excursion tickets are on sale during the entire year from St. Paul, Minneapolis or Duluth to Bozeman, Mont., and return, at rate of $55. Tickets are good for ninety days; going limit forty days, return forty days. Stopovers are allowed within these limits.

WHITE SULPHUR SPRINGS.

Lying forty miles northeast of Townsend, Mont., are the noted White Sulphur Springs. The waters of these springs have proved very efficacious for invalids, as many can testify, while the natural beauty of the surrounding country is sufficient in itself to attract large numbers to this spot each year. The hotel accommodations are excellent. A daily line of stages runs between Townsend and the springs.

CROSSING THE ROCKIES.

Three times does the train climb up and down before it succeeds in clearing the last of this great range.

Leaving Livingston the first ascent is begun. The train winds through a rolling country with park-like spots. The mountains are tunneled at Bozeman tunnel at an elevation of 5,565 feet, and then the train glides down grade through Rock Cañon. It is well named. At some places the rocks are prodigious in size and of most interesting contour. Through the mountains the road winds, revealing new and stupendous characters at each turn.

The second crossing of the range begins immediately after leaving Helena. This is really the ascent of the principal part of it, although the elevation attained at the Mullan tunnel is not quite so great as at the Bozeman tunnel, being 5,548 feet above the sea.

The scenery is entirely different from that near Livingston, and one feels more as if the gigantic range of which he has read and heard so much was really before and round about him.

Across the summit, the train is rapidly carried down the valley of the Little Blackfoot and Hellgate Rivers to the foot of the Bitter Root Valley at Missoula, leaving which the third and final ascent of the Rocky Mountains is made. Again the coiling about the mountain sides in the effort to make distance, and at last the pass, the Coriacan defile, is gained and the Mission range of the Rockies is passed. The road then descends into the valley of the Jocko River and traverses the southwestern portion of the Flathead Indian Reservation. It then winds along the banks of the Clark Fork of the Columbia, a picturesque stream rolling between lofty and pine-clad mountains.

LAKE PEND D'OREILLE.

Lake Pend d'Oreille will vie with pretty much anything in the category of lakes, and far surpasses many that have a wider reputation. For an outing season, where rest and pleasure, combined with sport, for the fundamental essentials, and garnished with splendid lake and mountain scenery and a rejuvenating air, nothing so easily reached is superior to this gem of a place. The man or woman in search of recreation and a surcease from confining labor or household cares, can do no bet-

ter than to make Hope a centre of operations, and by horse and boat explore the shoreland beauties of bay and dell, take a noonday lunch and siesta on one of the rocky islets which pop up from the glassy surface of the lake, climb about among the hills and cliffs, and return laden with the perfume of the mountains.

Length of lake, 55 miles; 3 to 12 miles wide; shore line, about 250 miles; elevation above sea level, 2,069 feet. Country surrounding, mountainous and heavily timbered. Railroad follows the north shore for 25 miles. Game: Mule deer, white-tailed deer, elk, caribou and moose, black and cinnamon bear and mountain sheep. Of winged game: Geese, ducks and partridges. Fish: Salmon trout, lake trout, whitefish and squawfish. There is also excellent trout fishing in the numerous streams that flow into the lake.

The hotel is located so as to afford the best possible view of the lake. Sail and row boats will be provided at reasonable rates. There are several small steamers running on the lake which will land passengers at any point desired, or they can be hired by the day at reasonable rates.

Tourists will be able to secure, at any season of the year, hotel accommodations at Hope, by communicating with A. D. Charlton, Assistant General Passenger Agent, 121 First Street, Portland, Ore.; A. Tinling, General Agent, 625 Pacific Avenue, Tacoma, Wash.; or Chas. S. Fee, General Passenger and Ticket Agent, St. Paul, Minn.

LAKE CŒUR D'ALÉNE.

Across the mountains, south of Lake Pend d'Oreille, is another of the lakes so common to this mountain region. It is about 30 miles long and surrounded by hills and mountains. It can be reached either from Missoula or Spokane, via the Cœur d'Aléne or De Smet branch lines. Steamers and rowboats are there in plenty, and many city residents have house boats upon which they spend the warm summer months and vacations floating about the lake.

MEDICAL LAKE, WASH.

This truly remarkable body of water is situated eight miles northwest of Cheney, Wash., on the Central Washington branch of the Northern Pacific Railroad in Spokane County, on an elevated plateau, and surrounded by an evergreen border of pine, fir and tamarack timber. Its length is about one and a half miles by a half mile in width.

From a time far beyond the knowledge of the oldest inhabitants, its great medicinal properties have been known to the Indians of the North Pacific Coast. It has always been held in great veneration by them. Careful analytical tests show twelve medicinal properties in its waters, and many thousands bear willing testimony to physical benefits received from their use. Salt is obtained by evaporation and shipped to all sections of the country, and a very healthful quality of soap is also made in large quantities. There are four good hotels,

commodious bathhouses, splendid drives, delightful camping places and an abundance of fish in the other lakes in the immediate vicinity. The Eastern Washington Hospital for Insane, a very fine building 416 feet in length, is situated at this point.

Round-trip tickets are on sale during the entire year from St. Paul, Minneapolis or Duluth to Medical Lake at the rate of $70. These tickets are good, going and returning, thirty days; final limit, ninety days. Stop-overs are granted within limits.

KOOTENAI LAKE, BRITISH COLUMBIA.

It is reached from Spokane by rail and steamer lines, over the plains and through the forest and mountain regions that make a trip in the Northwest so full of interest. The Kootenai district in British Columbia is rich in minerals and other resources, that are now attracting a great deal of attention, and the mountain spurs and lakelets of clear, crystal water, among the mountains about Kootenai Lake, with their inhabitants of fur-bearing and finny tribes, offer great inducements to the sportsman. The upper Kootenai region gives birth to the famous Columbia River.

The principal points on Kootenai Lake are Nelson at the end of the west arm of the lake, Pilot Bay, Ainsworth and Kaslo. The Slocan country north of Nelson is a promising mining region.

This region is reached direct from Spokane

by the Spokane Falls & Northern Railroad, whose northern terminals are Nelson and Kootenai, where connection with the steamers on the lake is made.

Excursion tickets are on sale during the summer season at St. Paul, Minneapolis and Duluth to Nelson and Kaslo and return at $70 for the round trip. Limit, ninety days; transit limits, forty days in each direction.

THE BIG BEND COUNTRY.

West of Spokane, the Central Washington branch of the Northern Pacific extends to Coulee City, and the country penetrated is one of the most remarkable in the West.

Long ago it was the scene of extensive volcanic disturbance, and the basaltic monuments are scattered far and wide. Two extensive coulees or cañons wind over the region, with vertical walls of basalt, in places many hundreds of feet in height. These are known as the Grand Coulee and Moses Coulee. Basaltic ledges and domes, some of them very striking or picturesque, dot the land.

The grayish white soil, seemingly of an alkaline nature, *appears* sterile and to have little depth. The absence of trees and the small fragments of basaltic ledges scattered about intensify this conclusion. The scarcity of running streams simply compels such belief.

After riding for a few miles with this fact gradually forced upon one, he is startled, upon rounding a curve of the road, to find at one

side one of the finest wheat fields he ever saw, and on the opposite side the same dreary stretch of land heretofore seen. He wonders what it means. Soon the phenomenon is again presented, with the exception that instead of a grain field it is a tremendous potato patch. Again, from an elevated piece of road he will obtain a view of an entire farm. Hillock and hollow are covered with luxuriant, yellow fields of standing grain. Meadows fresh and green are in effective contrast with the golden fields on one side, the dull, unbroken prairie on the other. A comfortable house surrounded by fields of vegetables, and with well and outbuildings, completes the evidence that the land is, after all, of some account. By the time one has ridden over this region for two or three hundred miles he will conclude that it is the old story of the singed cat over again—*that the country is a vast deal better than it looks.* This feeling is specially enforced by the wonderful color of everything seen. No sickly, uncertain green, but grain, potatoes, garden truck are of the healthiest, deepest green imaginable.

THE PALOUSE COUNTRY.

South of Spokane, between the main line of the Northern Pacific Railroad on the west, the Spokane & Palouse branch line on the east, and the Snake River on the south, is the celebrated Palouse country.

It is a region of rolling, hilly prairie, some

50 x 100 miles in extent, and watered by the Palouse River and its tributaries. The greater portion of this tract is within the State of Washington; some of it, however, extends across the line into Idaho.

The climate is as agreeable and healthful, taking the year round, as can be found anywhere in the United States. A short winter with moderate snowfall is followed by an early spring, beginning usually in February. In March the flowers are blooming and the plows going. There are usually three or four short hot spells in summer, but the nights are cool enough to make blankets requisite.

The Columbia River channel furnishes a trough into this region, up which sweep the warm and moisture-laden currents from the ocean. Debouching upon the plains east of the Columbia, these vaporous currents spread themselves over a vast extent of country. At night condensation takes place, and a fine mist descends upon tree and shrub, stalk and leaf, pasture and field, furnishing through a copious dew the moisture necessary to produce the great crops. Thus it is that with no rain to speak of from May or June to October, and with an annual rainfall of about twenty inches, the soil makes such returns to the thrifty farmer. The general elevation of the region is somewhat less than 2,000 feet above the sea.

LAKE CHELAN, WASH.

Over beyond the Big Bend country, across the Columbia River, is Lake Chelan. It is a

wonderful body of water, wonderfully placed. It is the sort of lake that people rhapsodize over. Seventy miles long, two or three wide, over 1,200—how much more nobody knows—feet deep; this is its "length, breadth and thickness." To describe it is quite another matter. Its bluest of blue water, serpentine course, the tremendous mountain peaks,—the Cascades on one side, the Methow on the other,—that appear to lift themselves from a blue sea below to a blue ocean above, must be seen to know them.

Then what a place for the hunter! Elk, bear, deer, mountain-sheep are all easily tackled by the agile climber. But the best of it is the fact that the White or Rocky Mountain goat frequents the crags and precipices of the higher altitudes. Secure in these cloudland defiles and sanctuaries, he bids defiance to pursuit, tumbling down the cliffs, leaping from crag to crag when danger threatens. Yet he is often caught—try your hand at it. Reached from Coulee City on the Central Washington branch line.

THE YAKIMA VALLEY.

Extending from the Columbia River to the foot of the Cascade range, lies a valley watered by a river that is destined to transform the dreary, desert-like region into one of fruitfulness, wealth and beauty. IRRIGATION is the magic process that does it, and already much has been accomplished.

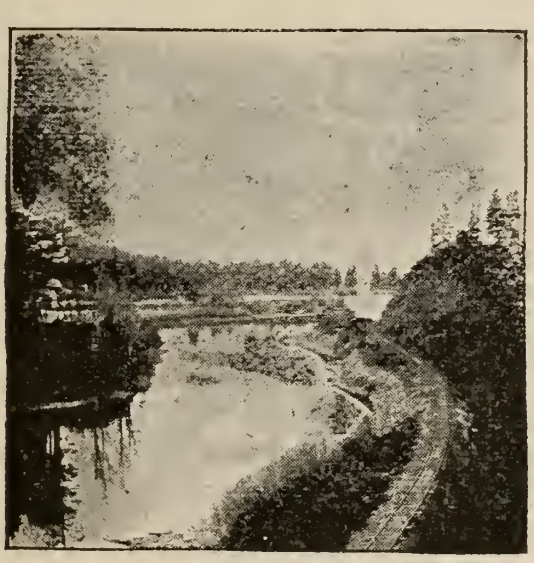
This valley offers the best irrigation proposition in the West. The soil is inexhaustible, of great fertility, easily worked; the supply of water in the Yakima River is more than abundant, and pure and fresh from the mountains; the markets for the products, which are hops, grain, alfalfa, vegetables, fruits and dairy products, are the cities on Puget Sound, the mining regions in the mountains, and, to some extent even now, the cities of St. Paul and Minneapolis.

The climate of this region is semi-tropical; the heat of summer is dry and not oppressive, while the winters are tempered by the Chinook wind, that sends a warm-air current sweeping over the Cascades and down into the valley. In time it will become a great winter resort, especially for those afflicted by catarrhal and similar troubles.

A large part of the productive portion of the valley is not visible from the train. The important centres of irrigation are Kennewick, at the foot of the valley, on the Columbia River; Kiona, Prosser, where there is a fine water power; Toppenish, the railroad station from which the Sunnyside country is reached; North Yakima, a centre of important enterprises, and Ellensburg, nearer the foot of the mountains, in what is known locally as the Kittitas Valley.

Several volcanic ridges traverse the Yakima Valley, while to the west the giant Cascades rise. One of the scenic features is Mt. Adams, a magnificent peak, always covered with snow,

and, as seen from the valley, is a great white oval dome. This grand peak is first faintly seen from near Kiona, and is then seen from the right side of the train; as the road turns northward, the peak appears on the other side, and gradually assumes form and definition, developing at last in the vicinity of Toppenish into the majestic mountain throne that it is.



ALONG CLARK FORK.

EXCURSION RATES TO MONTANA AND EASTERN WASHINGTON POINTS.

The Northern Pacific Railroad will, from May 1st to September 30th, have on sale from St. Paul, Minneapolis or Duluth round-trip excursion tickets, at low rates, to the following points:

To Springdale, Mont. (Hunter's Hot Springs), and return.
To Bozeman, Mont., and return.
To Helena, Mont., and return, via N. P. R. R.
To Helena, Mont., and return, going via N. P. R. R., returning via Great Northern Ry.
To Butte, Mont., and return via N. P. R. R.
To Butte, Mont., and return, going via N. P. R. R., returning via Union Pacific Ry. to Missouri River, or direct through Sioux City to St. Paul; or returning via Great Northern Ry.
To Missoula, Mont., and return.
To Spokane, Wash., and return.
To Spokane, Wash., and return, going via N. P. R. R., returning via Union Pacific Ry. to Missouri River, or direct through Sioux City to St. Paul, or returning via Great Northern Ry.
To Medical Lake, Wash., and return.
To Pasco, Wash., and return.
To Kennewick, Wash., and return.
To Toppenish, Wash., and return.
To Coulee City, Wash., and return.
To North Yakima, Wash., and return.
To Ellensburg, Wash., and return.

Any of above tickets may be issued to return via Billings to the Missouri River.

Tickets will be of ironclad signature form and require identification of purchaser at return starting point.

Tickets cannot be exchanged for return via different routes.

Stop-overs granted at any points within limits

The Yellowstone Park.

It is now generally conceded that no spot in the world, of the same size, compares with this noted resort in the variety and wonder of its scenic and physical phenomena.

Lecturers spend much time and money to familiarize themselves with it so that they can recount to their audiences the wonderful things to be seen there. Artists go there to paint and photograph it. Literary men and newspaper correspondents go there to write about it, and the people, the ordinary people, go there just to see it.

GOLDEN GATE.

The Northern Pacific Railroad, in its yearly "Wonderland" book, always gives a long chapter on the Park. It also publishes a Yellowstone Park folder and fine map, that gives the practical and detailed information necessary for those contemplating a trip to it. The reader is therefore referred to "Sketches of Wonderland," our book for 1895, and the Park folder, for lengthy descriptions of this pleasure resort, rates, etc.

MAP OF THE YELLOWSTONE NATIONAL PARK.

REFERENCES. { Stage Roads. —— Trails. - - - - - Wagon " ═══ Geyser Formation. ▒▒▒

SCALE
1 0 1 2 3 4 5 6 7 8 9 10 Miles.

For the year 1895 rates have been greatly reduced, and facilities for the rapid, convenient and satisfactory handling of tourists increased.

Tourists, either singly or in parties, may now go to Mammoth Hot Springs and there arrange their future movements. The regular tourist trip requires 5½ days in the Park itself, and, if desired, a ticket may be purchased at Livingston, where the Park branch line leaves the main road, that includes all necessary traveling expenses, transportation, hotel charges, etc., through the Park and return.

This region is becoming more noted each year for the number of wild animals—elk, deer, antelope, bear, etc.—found here, wild yet tame, and for the unequaled trout-fishing found in the lakes, rivers, brooks and streams generally. Competent authorities state that no such fishing is found elsewhere.

SEASON OF 1895.

JUNE 1st TO OCTOBER 1st.

The Yellowstone National Park, embracing an area of about 54 miles in width from east to west, and 62 miles in length from north to south, or about 3,350 square miles, situated in the Rocky Mountain chain, was set aside by act of the United States Congress of 1872, and devoted in perpetuity to the use and pleasure of the people as a National Park.

MAIN LINE TRAIN SERVICE.

During the season of 1895 the Northern Pacific Railroad will have in daily operation a transcontinental train equipped with complete service of sleeping and dining cars.

PARK BRANCH TRAIN SERVICE.

South Bound.—The Park branch train will leave Livingston at 8:45 a. m., arriving at Cinnabar, the terminus of the railroad, seven miles from Mammoth Hot Springs, at 10:45 a. m.

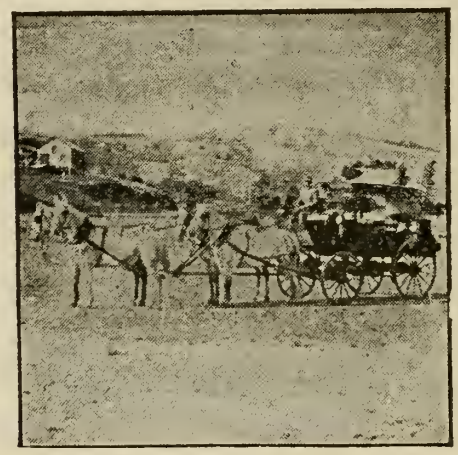
North Bound.—The Park branch train will leave Cinnabar at about 8:00 p. m., arriving at Livingston at about 10:00 p. m.

SLEEPING CAR RESERVATIONS.

Communications for berth reservations should be addressed to Chas. S. Fee, G. P. & T. A., St. Paul, Minn., for trip St. Paul to Livingston; A. D. Charlton, A. G. P. A., 121 First Street, Portland, Ore., for trip Portland to Livingston; to A. Tinling, General Agent, 625 Pacific Avenue, Tacoma, Wash., for trip Tacoma to Livingston; to I. A. Nadeau, General Agent, Seattle, for trip Seattle to Livingston. Explicit information should be given in regard to accommodations required, date and train.

The superintendent of the Yellowstone Park Association Hotel at Mammoth Hot Springs acts as agent of the Northern Pacific Railroad during the Yellowstone Park season, and as

such will be pleased to reserve for tourists, without charge for telegraphic service, Pullman Sleeping Car accommodations, to be taken at Livingston on the return trip from the Park, either east to St. Paul or Minneapolis, west to Tacoma or Portland, or to intermediate points as may be desired.



YELLOWSTONE PARK STAGE.

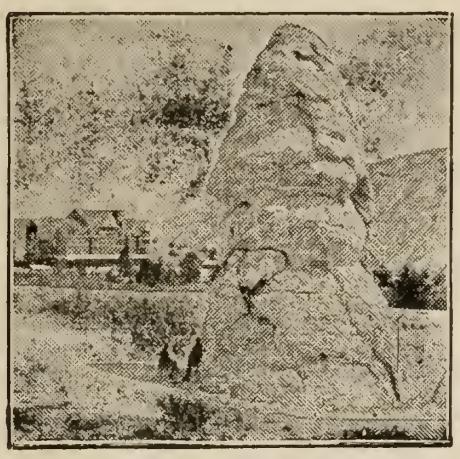
EXCURSION TICKETS.

A $5.00 Ticket is on sale at Livingston, Mont., May 31st to September 30th, and at eastern and western termini from May 29th to September 28th, which includes railroad and stage fares Livingston to Mammoth Hot Springs and return.

A $47.50 Round Trip Ticket, St. Paul, Minneapolis or Duluth to Mammoth Hot Springs, Yellowstone Park, and return, will be on sale at points named, May 29th to September 28th. Limit forty days, good going thirty days, returning ten days. The return portion of ticket must be signed and stamped at Mammoth Hot Springs and presented on train on or within one day of such date. Stop-over allowed within limit of ticket.

A $49.50 Ticket will be on sale at Livingston and at eastern and western terminals,

which includes railroad and stage fares Livingston to Cinnabar and return, stage Cinnabar to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins, Yellowstone Lake, Grand Cañon and Falls of the Yellowstone and return, and 5½ days' board at the Park Association hotels.



LIBERTY CAP.

Limit.— Good if used between June 1st and October 6th, inclusive.

No stamping of these tickets required at any point in the Park.

TRANSPORTATION.

The transportation in the Park is the best obtainable. The stages, all new and in thorough repair, are the easiest riding and most substantial wagons in existence. They are made by the world-renowned firm of Abbott Downing Company, Concord, N. H. Horses are selected with due regard to their fitness for the work, and all drivers are sober, competent and courteous.

BAGGAGE.

For one trunk between Cinnabar and Mammoth Hot Springs, 50 cents. Valises, grips, etc., carried free. Twenty-five pounds baggage, carried on stages through Park, free.

GUIDE AT MAMMOTH HOT SPRINGS.

Immediately after luncheon each day, and as nearly as practicable at 2:30 p. m , the Association's guide will leave the Mammoth Hot Springs Hotel for a two hours' trip over the formation. All guests of the Association Hotels are invited to accompany him, free of extra charge.

Parties desiring to make the trip in carriages should apply to the Transportation Company.

TIME SCHEDULE IN THE PARK.

First Day.—Leave Livingston at 8:45 a. m., arrive Cinnabar at 10:45 a. m.; leave Cinnabar 11:00 a. m., arrive Mammoth Hot Springs Hotel 1:00 p. m., taking lunch, dinner and lodging.

Second Day.—Breakfast. Leave Mammoth Hot Springs at 8:00 a. m., arriving at Norris at noon for lunch; leaving at 1:30 p. m., and arriving at Fountain Hotel, Lower Geyser Basin, at 5:30 p. m., for dinner and lodging.

Third Day.—Breakfast at Fountain. Leave for Midway and Upper Geyser Basins at 8:00 a. m. Lunch at Upper Geyser Basin. Dinner and lodging at Fountain Hotel.

Fourth Day.—Breakfast at Fountain. Leave for West Arm of Yellowstone Lake at 7:00 a. m. Lunch. Leave the West Arm after lunch for Yellowstone Lake Hotel at lake outlet, arriving at that point for dinner.

Fifth Day.—Breakfast at Yellowstone Lake. Leave for Grand Cañon 9:30 a. m., arrive

Grand Cañon 12:30 p. m Lunch, dinner and lodging.

Sixth Day.—Breakfast. Leave Grand Cañon 10:00 a. m., arrive Norris 12:30 p. m. Lunch. Leave Norris 2:30 p. m., arrive Mammoth Hot Springs 4:30 p. m. Dinner. Leave Mammoth Hot Springs about 6:30 p. m., arrive at Cinnabar about 8:00 p. m., arrive at Livingston about 10:00 p. m.

NOTE.—The Railroad Company and the Yellowstone National Park Transportation Company reserve the right to vary from this schedule as the demands of their business may require.

CLIMATE AND TEMPERATURE.

There are really no intensely hot summer days. Visitors should wear woolen underclothing, and take with them rubber coats and overshoes, heavy overcoats, colored eye glasses, etc.

July.....	Sunrise,	55°;	Midday,	77°;	Sunset,	69°;	Mean,	67°
August.....	"	50°;	"	79°;	"	66°;	"	65°
September	"	41°;	"	66°;	"	58°;	"	55°
October....	"	41°;	"	57°;	"	52°;	"	50°

LAWS—WARNING.

Persons visiting the Yellowstone National Park should bear in mind that the killing of game, or destruction, defacing or removal of any natural object of interest, however small, is expressly forbidden by law, any violation of which will be punished by fine or imprisonment or both. To avoid trouble, not even the smallest piece of "formation" or petrifaction should be removed.

TROUT FISHING.

The waters of the Park undoubtedly afford the finest sport in this line to be found in the world. For details, see Yellowstone Park folder.

ALTITUDES IN THE YELLOWSTONE PARK.

Sphinx	10,880 ft.	Lower Geyser Basin.	7,252 ft.
Emigrant Peak	10,629 "	Middle Geyser Basin	7,300 "
Electric Peak.	11,155 "	Upper Geyser Basin.	7,400 "
Mt. Everts...	7,600 "	Yellowstone Lake...	7,738 "
Bunsen Peak	8,775 "	Grand Cañon Falls...	7,710 "
Mammoth Hot Springs	6 387 "	Mt. Washburn	10,346 "
Quadrant Mountain.	10,127 "	Dunraven Peak	8,867 "
Norris Geyser Basin	7,530 "	Grand Teton, Idaho.	13,691 "
Gibbon River Cañon.	7 350 "		

MEDICAL PROPERTIES OF THE WATERS OF THE PARK.

It is quite likely that in the not distant future Yellowstone National Park will be as widely noted for the medicinal virtues of its hot springs as it is now known for varied and magnificent scenery. Waters from its various springs have been analyzed with great care, and it may be stated that no other springs in the United States present as important a combination of salts in solution as those of Yellowstone Park.

The following extracts from the pen of Mr. Walter H. Weed will convey an idea of the most important properties of the springs in this remarkable region:

"From a therapeutic standpoint, the analysis of hot springs waters from the Yellowstone may be grouped as calcareous, alkaline-silicious, acid and sulphurous.

"The former, comprising the hot water of Mammoth Hot Springs, are highly charged with carbonate of lime, which they deposit, on exposure, in the form of travertine. They resemble in composition the waters of Carlsbad, as will be seen by a comparison of the analysis of the two waters. For bathing purposes they are less agreeable, and probably less beneficial, than the alkaline waters of the Geyser Basins.

"These latter waters are generally highly charged with alkaline salts,—sodium chloride and sodium carbonate, together with silica, being the chief constituents; but there is usually present also a small amount of sodium borate, also sodium arseniate, the latter a most valuable therapeutic agent in a variety of diseases. The luxuryofbathing in these waters must be indulged in to be appreciated. The extreme softness of the water, and the delightful freshness which one notices after the bath, render the use of the water a great pleasure. In New Zealand, where a water almost identical in composition (save that it lacks the arsenic) has been used for several years, this type of water has been found most beneficial in the treatment of gout, rheumatic troubles and sciatica.

IN GOLDEN GATE.

"In France the curative properties of water carrying arsenic in solution are fully recognized, especially for the cure of certain forms of ner-

vous and skin diseases. While the Yellowstone waters contain a little less arsenic than those of the French springs at La Bourboule, there is no reason to doubt their usefulness for similiar diseases.

"The acid waters, carrying free hydrochloric acid, are less numerous in the Park, but many springs of this character are found at the Norris Geyser Basin. Such waters have achieved a considerable reputation in New Zealand as a tonic and alterative, particularly in diseases of the liver and in functional troubles of females. They also exert a powerful effect upon the body in all skin diseases, but are probably less useful than the sulphurous waters in such cases. Excellent examples of the latter type are found at the Norris Basin and elsewhere in the Park."

At the present time the springs are used for bathing purposes only at the Fountain Geyser Hotel, Lower Geyser Basin.

The following shows the value placed upon the waters by physicians familiar with them:

"MAMMOTH HOT SPRINGS, WYO.,
June 22, 1894.

"The Yellowstone National Park, having an average elevation of about 8,000 feet, an inland mountain climate, mineral springs of special value for medicinal purposes, and pure air ozonized by innumerable coniferous trees, impresses us as being preëminently suited as a site for a great sanitarium. Its mineral waters, which are of a varied chemical composition, are in no way inferior to those of the celebrated

European baths and springs, and we believe they should be utilized by the medical profession of this country, especially in the treatment of the diseases for which such waters are commonly employed.

"C. A. WHEATON, M. D.
"A. MACDONALD, M. D.
"FRANK WOODBURY, M. D.
"M. P. VANDER HORCK, M. D.
"O. WELLINGTON ARCHIBALD, M. D.
"DWIGHT W. DAY, M. D.
"CHAS. M. GANDY, M. D."

PUGET SOUND.

The waters and cities and islands of the Sound offer a wide range of excursions to travelers. Steamers of various sizes ply from Tacoma and Seattle in many directions. The expenses of these trips are reasonable and give one an opportunity to visit historic and scenic points of much interest.

The waters of the Sound are invariably smooth, the steamers good, and the scenery is a combination of water, islands, forests, cities and mountains.

Small launches may be chartered for special excursions to Hood's Canal, a winding lane of water leading from the Sound to the southward; to the islands, or to Port Townsend or Victoria, if desired. Everett, Anacortes, Fairhaven and New Whatcom are prominent points on the Sound.

MT. RAINIER.

ALTITUDE OF CITIES AND TOWNS.

St. Paul, Minn.	710 ft.	Helena, Mont.	4,250 ft.
Duluth, "	608 "	Butte, "	5,701 "
Brainerd, "	1,208 "	Mullan Tunnel, Mont.	5,548 "
Fargo, N. D.	903 "	Missoula, "	3,195 "
Jamestown, "	1,395 "	Hope, Idaho	2,108 "
Bismarck, "	1,668 "	Spokane, Wash.	1,910 "
Glendive, Mont.	2,067 "	Kennewick, "	330 "
Miles City, "	2,353 "	North Yakima, Wash.	990 "
Billings, "	3,115 "	Ellensburg, "	1,510 "
Livingston, "	4,488 "	Tacoma, "	31 "
Bozeman Tunnel, Mont	5,565 "	Portland, Ore.	30 "
Bozeman, "	4,752 "		

SNOQUALMIE FALLS.

From Seattle, a little side trip which consumes one day is a visit to the Snoqualmie Falls. The lover of waterfalls will find here a fall nearly twice the height of Niagara — 280 feet is the plunge of Snoqualmie — with all the accessories necessary to make the setting romantic and complete. A great resort for excursion parties is this romantic spot. The ride from Seattle will also introduce the tourist to some extent to the Pacific Coast forests. Magnificent forests they are, too. The trees

of the East are pigmies in comparison with these grand old giants. Snoqualmie Falls is one of our finest waterfalls. Near the falls are some fine Pacific Coast orchards and the largest hop ranch in the world.

MOUNTAIN PEAKS ON THE PACIFIC COAST.

One striking characteristic of the North Pacific Coast is its magnificent mountain peaks. The great Cascades as a range are not meant, but the prodigious peaks, part of them yet standing, in some cases almost aloof, and in all cases rising like gigantic monuments far above the main range. The most prominent of these is Mt. Rainier or Tacoma. From the latitude of Seattle or Tacoma, as one sees this stupendous dome rising into the clouds, it savors of the supernatural. Here one indeed sees a *mountain*, not a tremendous hill as so many mountains are in reality. It stands alone, stretching in its whitened robe to illimitable heights above the clouds, toward heaven itself. A grander sight can hardly be imagined.

Between Tacoma and Portland is Mt. St. Helens, another white peak of noble proportions and grandeur. On a clear day the traveler can view this fine mountain from the car windows as the train sweeps onward. While not by any means as high as Rainier, it well maintains itself as one of our finest peaks.

From Portland, graceful and stately Mt. Hood breaks the eastern horizon. In height,

midway between St. Helens and Rainier, it is of the very poetry of mountain building, symmetric and tapering.

Well up toward its summit, reached by a stage line, is Cloud Cap Inn, well worth a visit from the enterprising tourist.

MT. HOOD.

Far to the north, close to the International boundary line, is Mt. Baker. This is another of the loftier peaks, covered with glaciers and snow and of grand proportions.

These mountains —and many others— are all extinct volcanoes.

ALTITUDE OF MOUNTAINS ON PACIFIC COAST.

Tacoma, Wash.....	14,444 ft.	Kaweah, Cal.....	14,000 ft.
Mt. Shasta, Cal.....	14,442 "	Gardner, "	14,000 "
St. Helens, Wash.....	9,750 "	Brown, "	13,886 "
Adams, "	9,570 "	Baker, Wash.....	10,800 "
Hood, Ore.....	11,225 "	Jefferson, Ore.....	9,020 "
Diamond Peak, Ore.	5,595 "	Mt. La Perouse, Alaska.....	10,000 "
Pitt, Ore.....	9,265 "	Mt. Crillon, "	16,000 "
Whitney, Cal.....	15,088 "	Mt. St. Elias, "	15,327 "
Tyndall, "	14,385 "		

SIDE EXCURSIONS ON THE PACIFIC COAST.

From Portland, delightful side trips are those up the Columbia River to the Dalles, and up the Willamette River to Willamette Falls. These excursions are well worth the taking if the tourist has the time for them at his disposal. The lower Columbia is one of the

largest and finest rivers in the United States, and abounds in very fine scenery. The roar and dash of the waters at the Dalles, where they plunge along in a frenzy of madness, make a grand picture.

Perhaps the most delightful detour of several that can be made from Portland is by the Columbia River boats to Astoria, and thence to Ilwaco. At Ilwaco the Narrow Gauge Railway is taken for Sealand, where connection is made by boat for South Bend, the chief town on Willapa Harbor. From South Bend the tourist takes boat for North Cove, where connection is made by stage, running along the ocean beach, to a point near Ocosta, on Gray's Harbor, at which point rail connection is made for Tacoma. This tour is a most delightful experience. If the passenger on arriving at South Bend, at which point there is an excellent hotel, does not care to prolong his trip, he can take the train on the Northern Pacific from there, reaching Tacoma via this branch line.

NORTH PACIFIC COAST EXCURSION RATES.

A $90 round-trip excursion ticket is on sale daily at St. Paul, Minneapolis, Duluth and Superior to Tacoma, Seattle, Portland, Vancouver or Victoria, and similar tickets, at proportionate rates, are on sale by all Eastern lines.

Routes: Tacoma, Seattle, Portland, Vancouver or Victoria tickets good going via the Cascade Division of the Northern Pacific, re-

turning same route or via the Great Northern; or returning via the Canadian Pacific to Winnipeg or Port Arthur, or via Soo-Pacific Line to St. Paul or Minneapolis, or returning via Billings to the Missouri River.

Portland tickets are also good returning via Union Pacific Railway to either Omaha or Kansas City; or to St. Paul via Union Pacific Line direct through Sioux City.

Free side trip from Tacoma to Seattle and return will be given to holders of Portland and Tacoma tickets reading one or both ways via the Northern Pacific Railroad.

Conditions: All of these tickets are limited to nine months from date of sale; good going trip sixty days to any one of the North Pacific Coast termini named, returning any time within final limit. They are non-transferable, and cannot be exchanged for return via different routes other than those over which originally purchased, neither can the limits be extended.

Stop-over privileges are granted within the above-named limits.

EXCURSION RATES PORTLAND TO PUGET SOUND POINTS.

Portland to Tacoma and return	$9.00
Portland to Seattle and return	10.00
Portland to Victoria and return	14.00

In effect May 1st to October 31st inclusive.

For further information in regard to local excursion rates from Portland, call on A. D. Charlton, Assistant General Passenger Agent, No. 121 First Street, Portland, Ore.

CALIFORNIA EXCURSION RATES.

The Northern Pacific Railroad have on sale at St. Paul, Minneapolis and Duluth round-trip excursion tickets reading via the Cascade Division, Seattle and steamer, or Portland and rail or steamer, to San Francisco, returning via Shasta route or steamer and the Northern Pacific, Great Northern or Soo-Pacific lines to starting point, or via Billings to the Missouri River, or by any of the Southern lines to Omaha, Kansas City, Mineola or Houston at $103.50; to New Orleans or St. Louis at $109.50; to St. Paul, via any Missouri River gateway, $111.40. Tickets via the ocean, Portland or Seattle to San Francisco, include meals and berth on steamer. Similar tickets can be obtained to Los Angeles at $9.50 in addition to above rates, provided return is made through Ogden; or to San Diego, returning through Ogden, at $16 in addition to above rates. Where tickets read going and returning via Portland and the Shasta route, Los Angeles tickets will cost $19 and San Diego tickets $25.50 in addition to the $103.50 San Francisco rate.

At the eastern termini of the Southern transcontinental lines, excursion tickets will be sold, or orders exchanged, for tickets to San Francisco, returning via either the Shasta route, the all-rail line to Portland, or the ocean, and the Northern Pacific Railroad to St. Paul, Minneapolis or Duluth, at a rate of $13.50 higher than the current excursion rate in

effect between Missouri River points, Mineola or Houston and San Francisco, going and returning via the direct lines.

When purchasing tickets in the East or at Missouri River, passengers should be particular to designate that they desire to return via Portland and the Northern Pacific Railroad, as tickets cannot be exchanged after reaching the Pacific Coast. At Portland, should they so desire, they can take the side trip along the Columbia River to the Dalles and return at a small cost. This enables every one to see the Columbia River scenery, and also visit the Puget Sound country before crossing the Cascade Mountains.

Free side trip from Tacoma to Seattle and return (either via rail or steamer) will be given to holders of San Francisco tickets, reading in either direction via Northern Pacific Railroad.

Return coupons reading from Missouri River points to Chicago or St. Louis will be honored from St. Paul or Minneapolis, either free, or with a small additional charge, according to the route.

Limit: Nine months; sixty days going to the first Pacific Coast common point; return any time within final limit, which cannot be extended. Stop-overs granted in either direction.

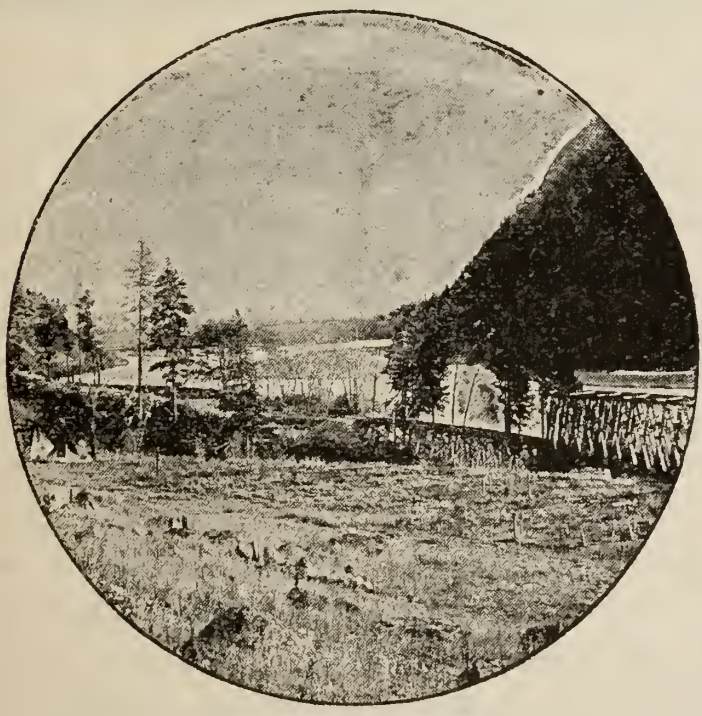
JAPAN AND CHINA.

In the near future Tacoma will be noted as being the initial point of a most interesting

tourist trip to Japan and China, as well as the trip to Alaska.

The Northern Pacific Steamship Company operates a line of steamers from Tacoma to Hong Kong, China, and Yokohama, Japan, as the principal ports. These steamers embody the usual comforts and conveniences of ocean travel and make the trip across the Pacific a voyage of pleasure and comfort. In a general way the steamers leave Tacoma about every twenty days.

To those seeking for new experiences in this line or for new tours, this trip to China and Japan may well be set down for careful investigation. The Northern Pacific Railroad Company, through its General Agents in all the prominent cities, will furnish all information possible.



ALONG THE LINE.

ALASKA.

THROUGH THE INLAND PASSAGE.

Alaska is a land of unusual romantic interest, and yet it is remarkable for its solid resources and the vast stores of wealth that simply await the touch of the pioneer and capitalist to be unfolded to the light. A trip to this region reveals to the eye the grandest and most harmonious blendings imaginable of lights and shadows, mountains and valleys, water, ice and sky. Subjects are here found for the brush of the artist or the pen of the writer, such as cannot be duplicated elsewhere.

The most interesting feature of the Alaska trip to many travelers is the visit to Muir Glacier, one of the largest masses of ice yet discovered, and which far exceeds in size any similar body of ice in the European Alps. The view of this glacier, with its frowning background of mountains, is very inspiring.

Kate Field says of the Muir Glacier: "Imagine Niagara Falls frozen a solid wall of ice, 300 feet high, moving toward the ocean, and a similar wall 600 or 700 feet under water, and the whole mass cracking and giving forth peals of thunder that rival the heavenly artillery, and every few moments thousands of tons of lovely blue ice crashing into the sea and

starting on a voyage as icebergs — a peril to the Arctic voyager — and you will have some slight conception of this imposing spectacle."

MUIR GLACIER.

Tourists are referred to the Alaska folder, published by the Northern Pacific Railroad (distributed free) for a description of this remarkable country, by Prof. John Muir.

It has only been possible of late years to make the Alaska trip, but the tour has so quickly grown into popular favor that two steamers are now required to properly care for this travel.

The steamer "Queen" will be devoted exclusively to excursion traffic. She is a large and fine steamer (3,000 tons), 340 feet long, equipped with all modern improvements and appliances, and has accommodations for 250

passengers. This boat will start from Tacoma, calling at Seattle, Port Townsend, Victoria, Ft. Wrangell, Juneau, Muir Glacier, Sitka, etc., and will occupy about twelve days in making the round trip.

The steamer "City of Topeka" will start from Tacoma, calling at Seattle, Port Townsend, Victoria, Ft. Wrangell, Juneau, Muir Glacier, Sitka, etc. This steamer will occupy about twelve days north of Tacoma.

The following is the schedule of sailing dates:

NAME OF STEAMER.	Leave Tacoma.	Due Back.
City of Topeka	May 8.	May 20.
City of Topeka	May 23.	June 4.
City of Topeka	June 7.	June 19.
Queen	June 12.	June 23.
City of Topeka	June 22.	July 4.
Queen	June 27.	July 8.
City of Topeka	July 8.	July 20.
Queen	July 12.	July 23.
City of Topeka	July 22.	Aug. 3.
Queen	July 27.	Aug. 7.
City of Topeka	Aug. 6.	Aug. 18.
Queen	Aug. 11.	Aug. 22.
City of Topeka	Aug. 21.	Sept. 2.

Steamers leave from wharf opposite Northern Pacific Railroad passenger station, in Tacoma, about 4 a. m. on above dates.

ALASKA EXCURSION RATES.

The Northern Pacific Railroad will have on sale at St. Paul, Minneapolis and Duluth, May 1st to September 30th, both dates inclusive, a $185 round trip ticket to Sitka, Alaska.

Routes: Good going via Cascade Division of the Northern Pacific, returning via same route,

or via the Great Northern or Soo-Pacific Line to St. Paul or Minneapolis, or returning via Canadian Pacific to Winnipeg or Port Arthur.

Conditions: Tickets limited to nine months from date of sale, good going sixty days to Tacoma, returning within final limit, holder to leave Sitka on or before October 31st. No change of route or extension of limit can be made.

Stop-overs granted in either direction.

From St. Paul, Minneapolis or Duluth to Sitka, cabin passage, 30-day limit	$110.00
Limited, continuous passage	100.00
From St. Paul, Minneapolis or Duluth to Sitka and return, cabin passage	185.00
From Portland to Sitka, Alaska	59.25
From Portland to Sitka, Alaska, and return	109.00
From Tacoma to Sitka, Alaska	53.00
From Tacoma to Sitka, Alaska, and return	100.00

These rates include berth and meals on steamer after leaving Tacoma. Diagrams of the cabin accommodations of the Alaska steamers, berth lists, etc., can be found at the office of the General Passenger and Ticket Agent of the Northern Pacific at St. Paul, Minn., also with all Northern Pacific General and District Passenger Agents.

HUNTING AND FISHING.

Nowhere in this country is there finer hunting and fishing than is afforded in the region traversed by the Northern Pacific Railroad. The prairies and thousands of lakes in Wisconsin and Minnesota; the uplands of North Dakota; the plains and streams of Montana;

the mountains of Montana and Idaho, and the forest and mountain country of Washington and Oregon offer a region of unsurpassed excellence for small and large game hunting, and trout, bass, pike and pickerel, etc., fishing.

The Northern Pacific publishes an illustrated book entitled "The Natural Game Preserves of North America," which is devoted entirely to the hunting and fishing in Northern Pacific country. The habitat of different species of game and fish, places for outfitting, *laws of the states* regarding shooting and angling, and many items of interest and information regarding this subject are presented in great detail. The reader is referred to this publication for detailed information. It will be forwarded to any address upon receipt of four cents in stamps.

In general it may be said that the railroad has heartily co-operated with the various state authorities to prevent the useless and mercenary slaughter of animals and the seining of the lakes and streams and consequent destruction of the fishing preserves. The legal enactments become yearly more severe, and it is believed that this fact will result in retaining to future generations the great game and fish preserves of the Northwest. Deer, antelope, elk, bear, mountain sheep, mountain goats, rabbits, prairie chickens, grouse, ducks, geese, etc., etc., are yet found in many localities. All the lakes in Minnesota abound in fish, the streams in Wisconsin, Montana, Idaho and Washington in trout, and the Puget Sound

and Columbia River regions afford fine salmon and sea-bass fishing. The trout fishing in Yellowstone Park is the finest in the world and the tourist is allowed to catch what he pleases, but *cannot* carry any of them outside the Park boundaries.

SPECIAL CAR FOR PRIVATE EXCURSIONS.

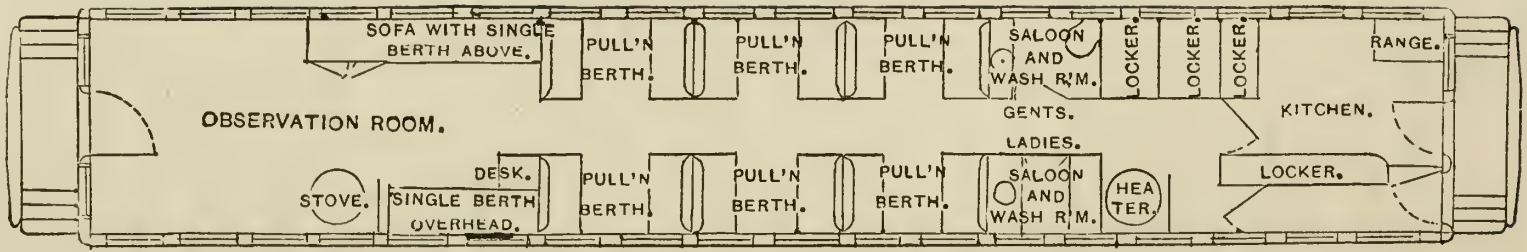
The attention of excursionists, hunting and fishing parties, and all others desiring the use of a private car is called to the fact that the Northern Pacific Railroad have a special excursion car designed especially for parties of the above nature, which they are prepared to rent at very reasonable figures.

This car is built after the plan of the ordinary Pullman Sleepers, being equipped with the Miller Platform and Coupler and Westinghouse Automatic Air Brake, and contains drawing-room, berths, saloons (ladies' and gentlemen's), desks, kitchen, and in fact all the conveniences of a hotel car, as per diagram on next page.

If desired, this car will be provisioned, and cook, porter and waiter furnished at actual cost.

For transportation of special car, and a party of fifteen persons or less, fifteen full first-class tickets (regular or excursion) will be required; for more than fifteen, one ticket each.

For rates and detailed information call on or address Charles S. Fee, General Passenger and Ticket Agent, St. Paul, Minn., or any General or District Passenger Agent.



LENGTH 58 FT. OUTSIDE OF SILLS. WIDTH 10 FT. OUTSIDE OF SILLS.
HEIGHT FROM TRACK TO TOP OF ROOF 15 FT. 2 IN. CAPACITY 14 BERTHS.

PULLMAN NO. 5. 6 WHEEL TRUCK, 33 IN. PAPER WHEELS.

DOG TARIFF.

Dogs must be carried only in the baggage car and in charge of train baggageman, who will collect, as his compensation for care of same, at the following rates: Twenty-five (25) cents for the care of a dog for the distance of 150 miles or less; for a distance of over 150 miles, at the rate of one-sixth (1-6) of a cent per mile.

Baggagemen are not changed at the end of each division, but run through between St. Paul and Mandan, Mandan and Helena, Helena and Spokane, and Spokane and Portland.

Baggagemen will collect rate for dogs only to terminus of their respective runs, except to branch line points, when collection will be made to junction points only, and branch line baggageman will make proper charge for his run.

Game in small quantities, accompanied by hunters not hunting for the market, may be carried in baggage car, at owner's risk, free of charge.

Guns and fishing rods, properly cased, may be carried by their owners either in regular coaches or placed in the hands of baggagemen for safe-keeping; in the latter case no charge must be made by baggagemen.

PULLMAN SLEEPING CAR RATES.

Between St. Paul or Minneapolis and	Double Berth.	Section.	Draw'g Room Annex.	Draw'g Room.
Staples	$1.50	$3.00	.....	.....
Fergus Falls	1.50	3.00	.....	.....
Wahpeton	2.00	4.00	.....	.....
Grand Forks	2.50	5.00	.....	$9.00
Grafton	3.00	6.00	.....	10.00
Winnipeg	3.00	6.00	.....	10.00
Fargo	2.00	4.00	.....	7.00
Jamestown	2.50	5.00	.....	.....
Bismarck	3.00	6.00	.....	10.00
Miles City	5.00	10.00	.....	18.00
Billings	6.50	13.00	.....	.....
Livingston	7 00	14.00	$14.00	26.00
Bozeman	7.00	14.00	.....	.....
Helena	8.00	16.00	16.00	30.00
Butte	8.00	16.00	.....	30.00
Missoula	9.00	18 00	.....	.....
Spokane	10.50	21.00	21.00	40.00
Pasco	12.00	24.00	24.00	46.00
Ellensburg	13.00	26.00	.....	50.00
Seattle	13.50	27.00	27.50	52.00
Tacoma	13.50	27.00	27.50	52.00
Portland	13.50	27.00	27.50	52.00

Berths for single nights can be secured at local rates when they are not sold on through Pullman tickets, but as the number of sleepers run is determined by the number of berths sold from terminal points, passengers take their own chances of finding sleeping car accommodations for single nights between local stations.

Between Portland and	Double Berth.	Section.	Drawing Room.
Albany	$1.50	$3.00	.....
Eugene	2.00	4.00	$7.00
Ashland	2.50	5.00	.....
Sacramento	4.50	9.00	16.00
San Francisco	5.00	10.00	18.00

Comment on the Pullman Car service is unnecessary—the cars are the finest money will buy; the service first class in every particular.

CONDENSED TIME TABLE.

St. Paul to Seattle, Tacoma and Portland.

West Bound Read Down	STATIONS	East Bound Read Up
NO. 1		NO. 2
4.15 PM	Lv ..... St. Paul ..... Ar	5.55 PM
4.50 PM	..... Minneapolis ..... Ar	5.20 PM
8.20 AM	Lv ..... Ashland ..... Ar	6.45 PM
3.45 PM	Lv ..... Duluth ..... Ar	7.25 AM
12.40 AM	Lv ..... Moorhead ..... Ar	9.15 AM
12.55 AM	..... Fargo	9.02 AM
1.36 AM	..... Casselton	8.15 AM
4.15 AM	..... Jamestown	5.35 AM
7.50 AM	..... Bismarck	2.15 AM
8.05 AM	Ar ..... Mandan Lv	2.00 AM
11.15 AM	..... Dickinson	9.10 PM
3.10 PM	..... Glendive	4.50 PM
5.51 PM	..... Miles City	2.13 PM
10.55 PM	..... Billings	9.00 AM
3.10 AM	Ar ..... Livingston Lv	4.45 AM
10.45 AM	Ar .. Cinnabar (Yellowstone Pk.) .. Lv	11.30 AM
4.38 AM	Lv ..... Bozeman ..... Ar	3.05 AM
8.45 AM	..... (Via Logan) Butte Lv	10.20 PM
8.10 AM	Ar } ..... Helena ..... { Lv	10.50 PM
8.20 AM	Lv }	{ Ar	10.30 PM
10.35 AM	Ar ..... Garrison	8.10 PM
1.05 PM	..... Missoula	5.20 PM
7.40 PM	..... Hope Lv	10.40 AM
9.55 PM	Ar ..... Spokane ..... Ar	6.30 AM
10.50 PM	..... Cheney	5.55 AM
11.40 PM	..... Sprague	4.50 AM
3.20 AM	Ar ..... Pasco ..... Ar	1.05 AM
6.45 AM	..... North Yakima	10.15 PM
8.10 AM	..... Ellensburg	9.00 PM
2.45 PM	Ar ..... Seattle Lv	2.10 PM
1.40 PM	Ar ..... Tacoma Lv	3.15 PM
4.15 PM	..... Centralia	1.00 PM
4.25 PM	..... Chehalis	12.50 PM
8.20 PM	Ar ..... Portland Lv	9.00 AM

Central time to Mandan. Mountain time to Hope. Pacific time to Portland.

All time subject to change without notice.

CALENDAR TIME CARD OF THROUGH TRAINS.

WEST BOUND.

Train No. 1, the Pacific Mail.—Daily.

LEAVE	ARRIVE	ARRIVE	ARRIVE
ST. PAUL 4.15 PM.	BISMARCK 7.50 AM.	LIVINGSTON 3.10 AM.	TACOMA 1.40 PM.
MINNEAPOLIS 4.50 PM.	MILES CITY 5.51 PM.	HELENA 8.10 AM.	SEATTLE 2.45 PM.
DULUTH 3.45 PM.	BILLINGS 10.55 PM.	BUTTE 8.45 AM.	PORTLAND 8.20 PM.
		SPOKANE 9.55 PM.	
Monday.	Tuesday.	Wednesday.	Thursday.
Tuesday.	Wednesday.	Thursday.	Friday.
Wednesday.	Thursday.	Friday.	Saturday.
Thursday.	Friday.	Saturday.	Sunday.
Friday.	Saturday.	Sunday.	Monday.
Saturday.	Sunday.	Monday.	Tuesday.
Sunday.	Monday.	Tuesday.	Wednesday.

EAST BOUND.

Train No. 2, the Atlantic Mail.—Daily.

LEAVE	ARRIVE	ARRIVE	ARRIVE
PORTLAND 9.00 AM.	SPOKANE 6.30 AM.	LIVINGSTON 4.45 AM.	MINNEAPOLIS 5.20 PM.
TACOMA 3.15 PM.	HELENA 10.50 PM.	BOZEMAN 3.05 AM.	
SEATTLE 2.10 PM.	BUTTE 10.20 PM.	BILLINGS 9.00 AM.	ST. PAUL 5.55 PM.
		MILES CITY 2.13 PM.	
Sunday.	Monday.	Tuesday.	Wednesday.
Monday.	Tuesday.	Wednesday.	Thursday.
Tuesday	Wednesday.	Thursday.	Friday.
Wednesday.	Thursday.	Friday.	Saturday.
Thursday.	Friday.	Saturday.	Sunday.
Friday.	Saturday.	Sunday.	Monday.
Saturday.	Sunday.	Monday.	Tuesday.

For Further Information

In Regard to the Great Northwest, Details as to Rates, Routes, with Maps, Etc., call on or address your nearest Ticket Agent, or any of the following Representatives of the

NORTHERN PACIFIC RAILROAD.

A. L. CRAIG, Ass't Gen'l Ticket Agt., St. Paul, Minn.
B. N. AUSTIN, Ass't Gen'l Passenger Agt., St. Paul, Minn.
A. D. CHARLTON, Ass't Gen'l Passenger Agt., Portland, Ore.
GEO. R. FITCH, Gen'l Eastern Agt., 319 Broadway, New York.
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E. L. RAYBURN, 255 Morrison St., Portland, Ore.
W. F. MERSHON, 319 Broadway, New York City.

J. M. HANNAFORD,
Gen'l Traffic Manager,

CHAS. S. FEE,
Gen'l Pass'r and Tkt. Agt.,

ST. PAUL, MINN.

OLD FAITHFUL GEYSER,
YELLOWSTONE PARK.

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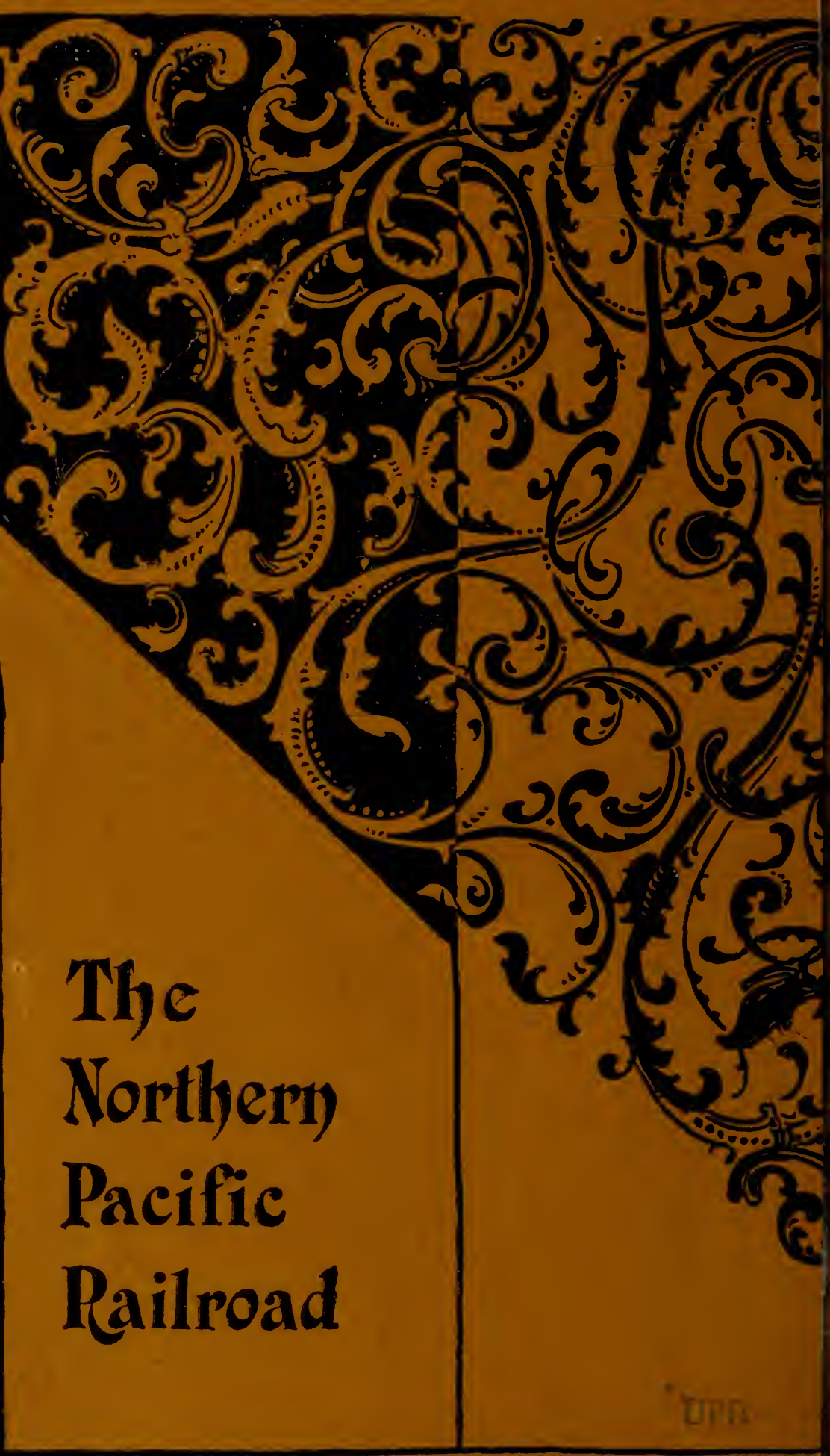
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